

Fixing America's Surface Transportation Act: "FAST Act" Implications for the Region

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Topics

- FAST Act summary
- Highway Programs
- New Starts / Small Starts
- Transit Programs



FAST Act Summary

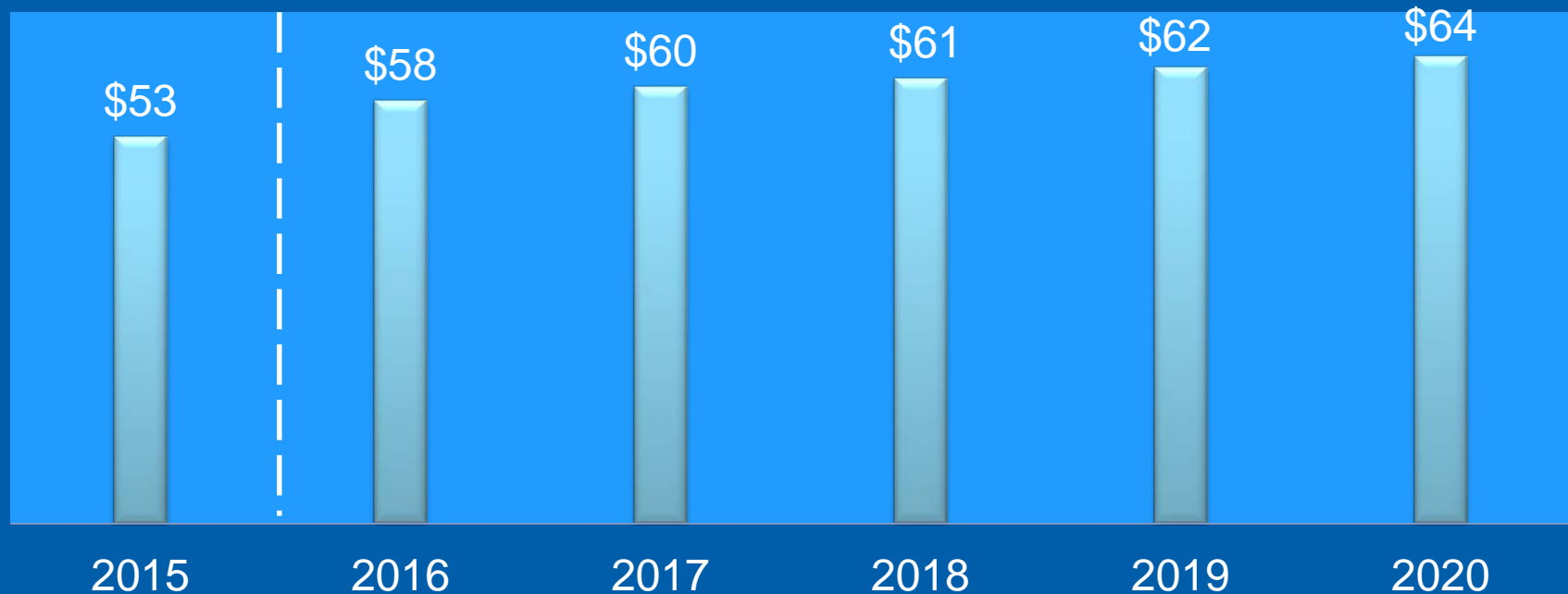
- Signed into law on December 4, 2015
- Re-authorizes Federal transportation funding through Federal Fiscal Year 2020
- Funding increase from MAP-21 varies by program
- Amends Title 23 of U.S. code – no mention means no change to provisions in existing law
- Minimal policy changes – some changes codify existing practice or regulation
- Totals approximately \$305 billion for the period FFY 2016 to FFY 2020, or averaging \$61 billion each year

FAST Act Summary

- \$281 billion Highway Trust Fund- \$225.2 billion highways, \$48.7 billion transit, \$7 billion highway and motor carrier safety
- \$24 billion General Fund subject to annual appropriations
- Overall maintains funding shares between highways and transit and most current program structures
- Funding split approximately 80% highway programs - 20% transit programs
- Allows state/local governments to move forward with critical transportation projects with confidence they will have a Federal partner over the next 5 years

FAST Act Summary

Total Funding Authorizations Under The FAST Act (Highway Trust Fund & General Fund in billions)



Note: Totals \$305B for FAST Act for the period FFY 2016 to FFY 2020

Metropolitan Planning

Minimal policy changes from MAP 21

- Long range plans and TIPs must consider facilities to support intercity transportation (rail, bus, commuter vanpools)
- Must consider system resiliency, storm water, natural disaster vulnerability and mitigation
- Should consult with state agencies for tourism and natural disaster risk reduction
- May designate “Critical Urban Freight Corridors”

Highway Programs

Key Initiatives

- New programs
 - Nationally Significant Freight and Highway Projects (discretionary),
 - National Highway Freight Program (formula – for MN \$19M in 2016, \$104M total for MN through FFY 2020)
- Project delivery process refinements



Surface Transportation Program

- Becomes Surface Transportation Block Grant Program (STBGP)
- Suballocation to MPOs increases 1% per year, from previous 50% to 55% by 2020
- Transportation Alternatives Program (TAP) eliminated, portion of STBGP annually set aside for TAP projects, \$835M for 2016-17, \$850M for 2018-20

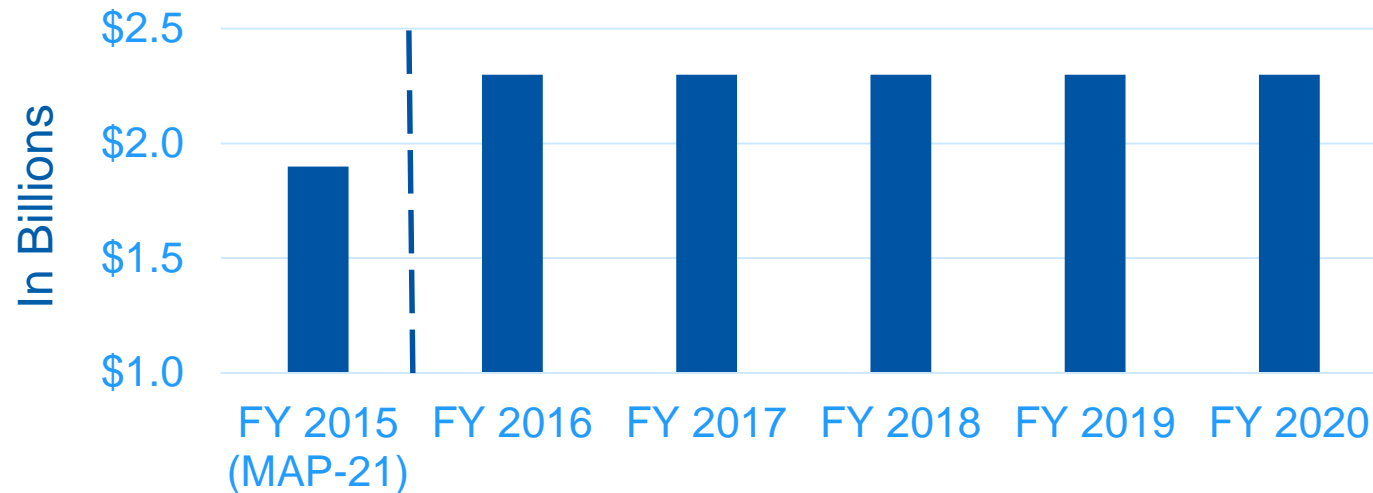
Transit Programs

Legislation creates new programs, repeals, consolidates, and modifies existing programs

- Re-establish a bus discretionary program that allows states to apply for project specific funding via a competitive process
- Programs emphasize formula funding, safety, and state of good repair (asset preservation and management)

New Starts/Small Starts (in billions)

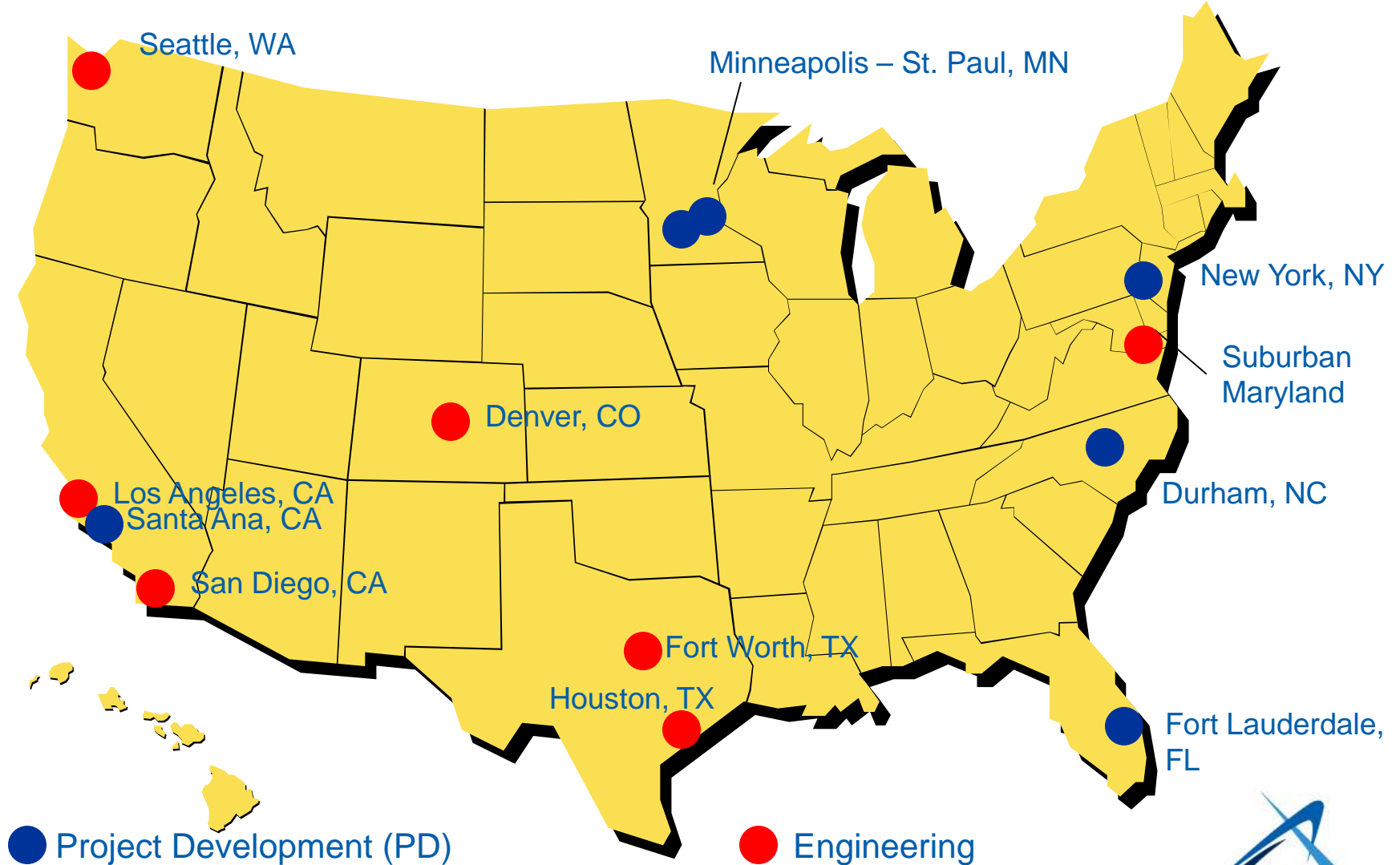
- Funding authorization increases to \$2.3 billion/year (20.7% increase over MAP-21)



- Relatively minor program modifications

Peer “New Starts” PD and Engineering Projects

Feb 2016 Status



● Project Development (PD)

● Engineering



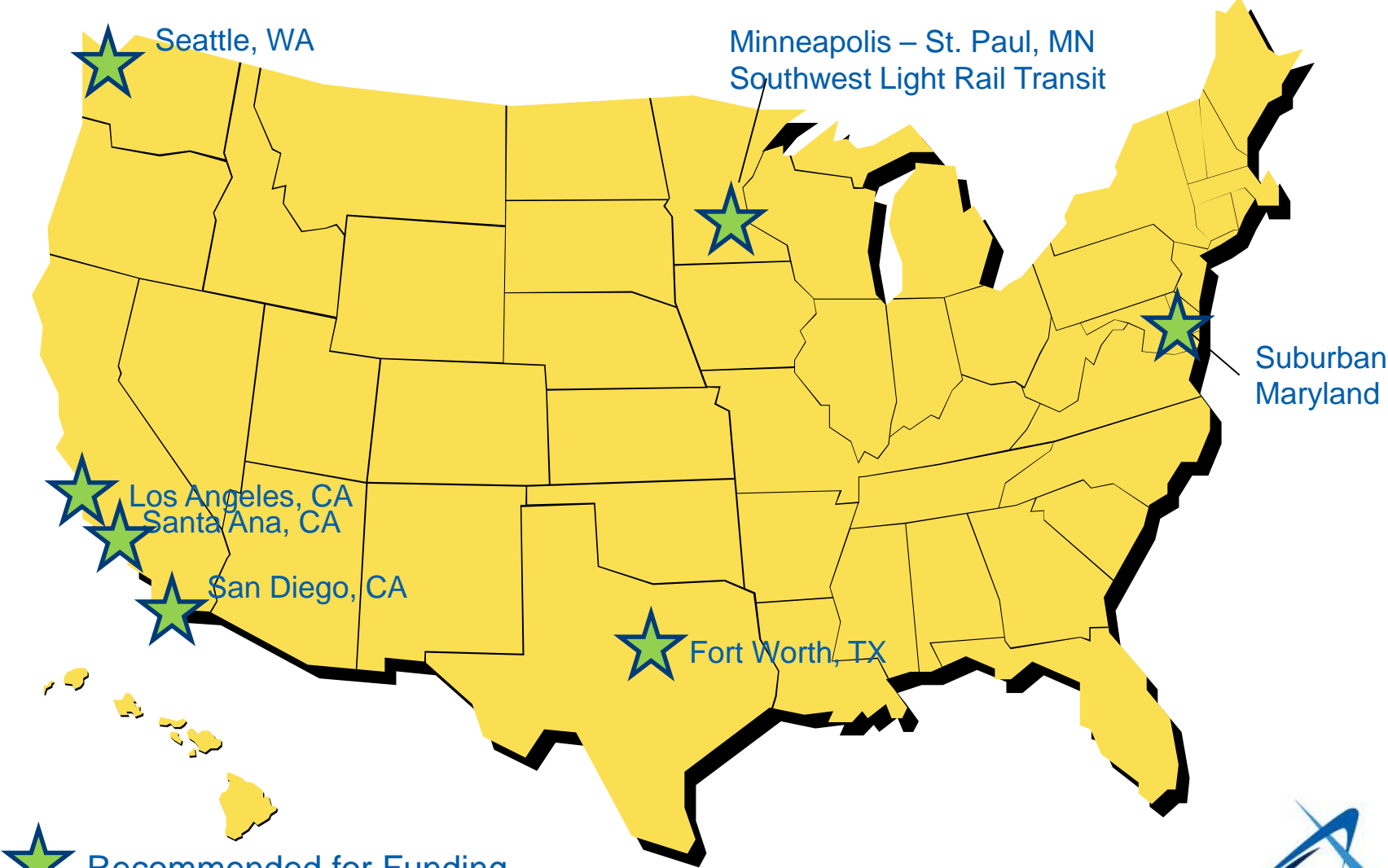
U.S. Department of Transportation
Federal Transit Administration



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Peer “New Starts” Recommended for Funding

Feb 2016 Status



 Recommended for Funding

Transit Program 5309

Includes New Starts, Small Starts, Core Capacity and Programs of Interrelated Projects

- New Starts projects defined as a new fixed-guideway projects or extensions to existing fixed-guideway systems with a budget exceeding \$300M and Federal funding exceeding \$100M
- Small Starts projects defined as new fixed-guideway projects or corridor-based bus rapid transit projects with a budget less than \$300M and Federal funding less than \$100M

Transit Program 5309

Expanded Programs of Interrelated Projects (PIP)

- Comprised of any combination of two or more New Starts, Small Starts or Core Capacity projects
- The projects in the program must have logical connectivity to one another
- The projects must all begin construction within a reasonable timeline

Transit Program 5309

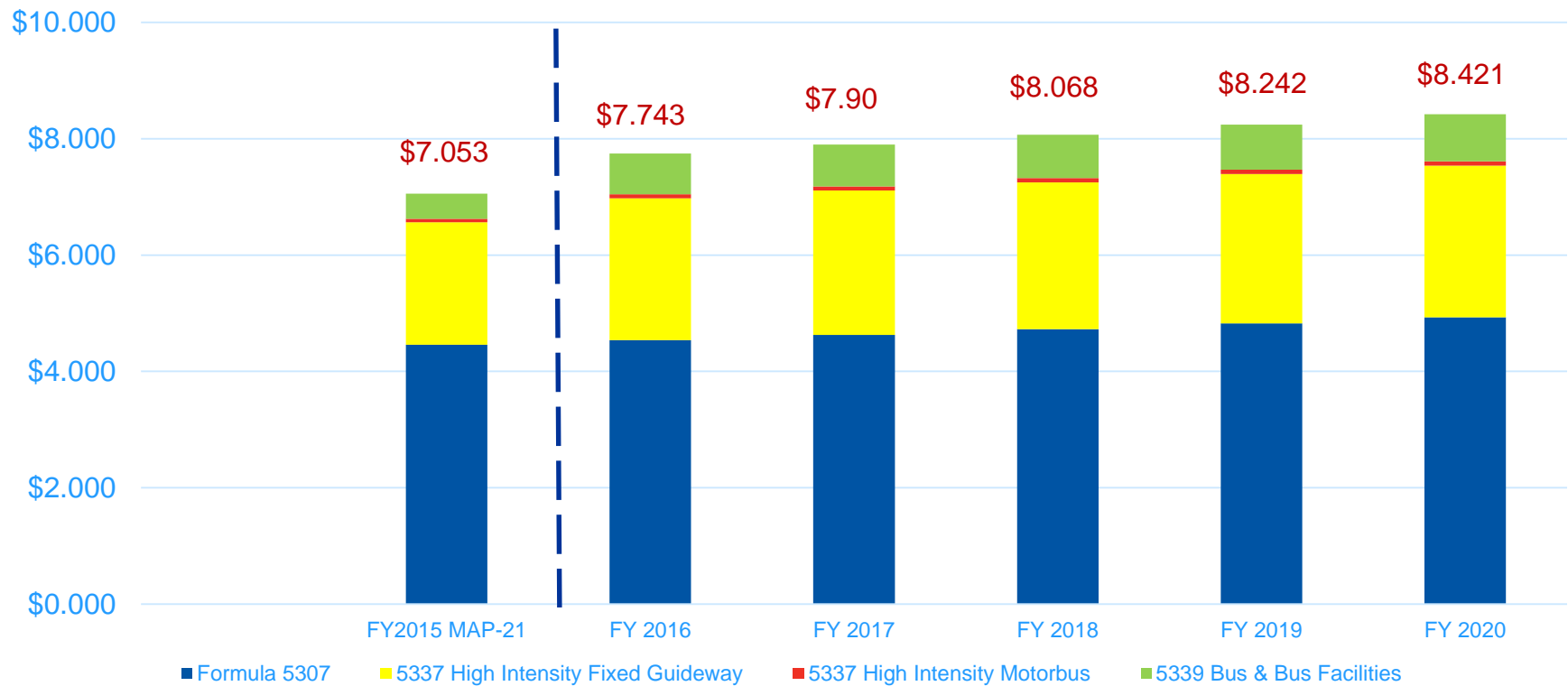
- Six statutory project justification criteria:
 - Mobility improvements
 - Environmental benefits
 - Congestion relief
 - Economic development effects
 - Land use policies that support public transportation
 - Cost effectiveness measured by cost per rider
- FAST Act eliminates consideration of policies and land use patterns that promote public transportation

Transit Program 5309

Other Policy Adjustments

- Reduces maximum federal New Starts share from 80% to 60%
- Increases Buy America requirement from 60% to 65% in 2018 and 70% in 2020
- Decreases number of years federal appropriations may be available from 5 to 4

FAST Act Transit Programs (in billions)



	FY2015 MAP-21	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Formula 5307	4.459	4.539	4.630	4.727	4.827	4.929
5337 High Intensity Fixed Guideway	2.104	2.436	2.477	2.520	2.563	2.607
5337 High Intensity Motorbus	0.062	0.072	0.073	0.074	0.075	0.076
5339 Bus & Bus Facilities	0.428	0.696	0.720	0.747	0.777	0.809
Total	7.053	7.743	7.90	8.068	8.242	8.421



Transit Program 5307

5307 remains as the major transit formula funding program

- Forecasted average annual increase of 2.1%
- Allowable uses include planning, engineering design, transit capital including rolling stock, computer hardware, software, and preventive maintenance
- Federal share is not to exceed 80%
- Directs recipients to maintain equipment and facilities in accordance with their transit asset management plans
- No longer required to expend 1% for Transit Improvements & Enhancements
- May use up to 0.5% of the allocation on Workforce Development Activities

Transit Program 5337

State of Good Repair Program

- Two categories of funding:
 - High Intensity Fixed-Guideway formula for rail and BRT on exclusive guideways
 - High Intensity Motorbus formula for buses that run in HOV lanes or shoulders
- Urbanized areas with rail fixed-guideway and high intensity motorbus systems in operation for at least 7 years
- Eligible activities to maintain, rehabilitate, and replace capital assets and implement transit asset management plans
- Federal share is 80%
- Forecasted average annual increase of 4.7%
- **Program Change:** The FAST Act clarified that high intensity motorbus funds are to be used only for vehicle state of good repair and not for the roadway state of good repair



Transit Program 5339

Bus and Bus Facilities

- Funds to replace, rehabilitate, and purchase buses and related equipment, to construct bus facilities, technological changes, or innovations to modify low or no-emission vehicles or facilities
- Funding is provided through formula allocation and competitive grants
- Federal share is not to exceed 80%
- **Program Changes:** Includes state and local government agencies that operate fixed route bus service and are eligible to receive direct grants under 5307
- Two discretionary components have been added (requirements & procedures to be published)
 - Bus & bus facilities competitive program based on asset age and condition
 - A low or no-emissions bus deployment program
- The minimum state allocation under the formula raised to \$1.75M from \$1.25M

